THE FINEST IN
HO MODEL RAILROAD
EQUIPMENT

PACIFIC FAST MAIL

7th EDITION 50c

Canada 75c

FRONT COVER:

United's famous Class "B-2" Shay operating on John Allen's "Gorre and Daphetid" Line. Present model is this same Class but is entirely new and beautifully detailed. 15" min. rad., DC-62B motor.

GUARANTEE:

All models sold by PFM are guaranteed against defective materials or workmanship. Any defective part, returned directly to us or to the dealer from whom the model was purchased, will be replaced promptly and without charge. Should any part be missing from a kit the shortage will be remedied upon notice to PFM. In the event of unsatisfactory operation of a ready-to-run model refer the matter to the dealer from whom the model was purchased. He knows the circumstances and will adjust the difficulty directly with PFM. The assembly of a kit requires some small mechanical skill and perfect operation depends upon the assembler. Your dealer can help you with any minor problems.

REPAIRS:

Every mechanical device, including models, needs maintenance and repair from time to time. Your local dealer or repairman is the convenient and economical source of such service. PFM has all necessary parts for Tenshodo and United models and will stock such parts for at least one year after the discontinuance of any model: DO NOT SHIP A MODEL TO PFM FOR ANY REASON WHATEVER. PFM DOES NOT OPERATE A REPAIR SERVICE.

MOTORS:

All motors are 12v DC permanent magnet types. Imported motors are guaranteed for one year by PFM. Exchange service provided on imported motors. Tenshodo MH-2 or MH-5, $2.50 plus old motor. All other imported types, $2.00. Parts and service for Pittman motors available only from the factory, Sellersville, Penna. Designation numbers of the motors used are on each catalog page. Pittman DC-195, DC-62B, DC-70X and DC-71B. Tenshodo MH-2, MH-3, MH-4, MH-5 and MV-1. Katsumi DH-10. See price list.

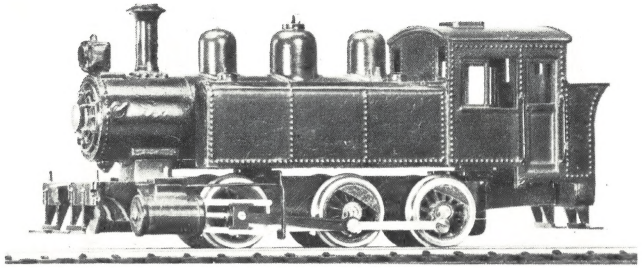
CHANGES:

PFM, and the manufacturers, reserve the right to change prices without notice and to make any changes in the products listed in this catalog without incurring any obligation to make such changes on models previously sold, or to make such changes available for installation on models previously sold, and to discontinue any model temporarily or permanently.

PACIFIC FAST MAIL

In the USA P. O. Box 57, Edmonds, Wash.

In Canada 5816 Cambie, Vancouver 15, B. C.

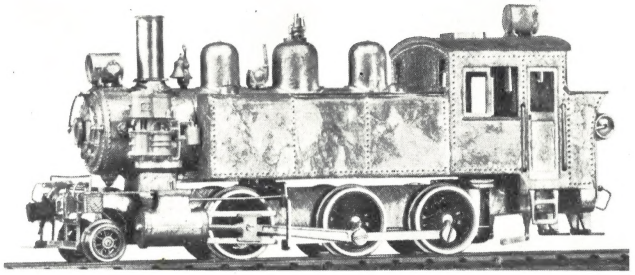


Tenshodo
"THE MARK OF QUALITY"

BALDWIN O-6-OT SWITCHER

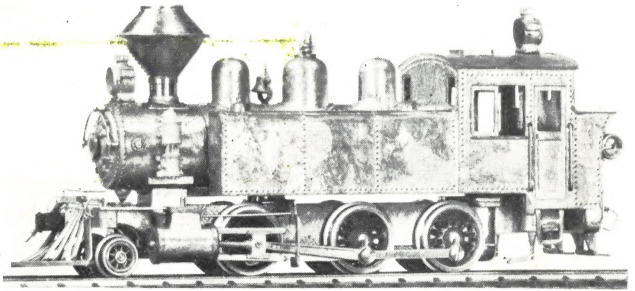
UNPAINTED KIT

Above: Standard Kit with all parts as shown, containing high-quality zamac superstructure, frame and cylinder block castings; crossheads; main and side-rods; drivers; MV-1 motor with worm; electrical pickup, etc. An easy and interesting assembly and an outstanding buy for the parts alone.



Special kit available for those who like conversion and superdetailing contains the same parts as Standard Kit but headlight, stack, cleanouts and front pilot beam have been removed and all holes drilled to provide for the attachment of detailing parts as illustrated at left and below.

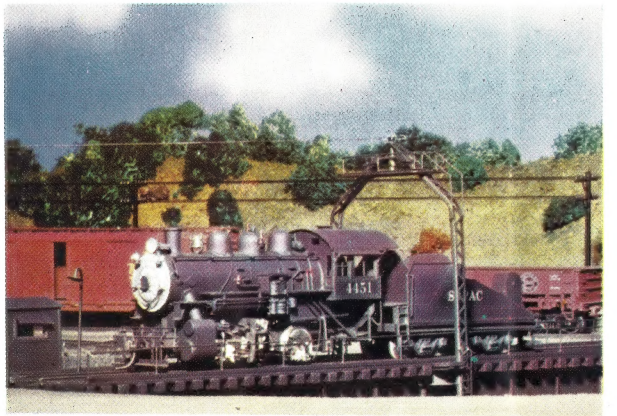
Center: Special Kit detailed by the addition of PFM's "Industrial Parts Kit" composed of Cal-Scale and imported parts, including pilot and deck, head and back-up lights, pop, whistle, cleanouts, steps, air tank, bell, generator, compressor, handrail posts and wire, leading truck, brake cylinders, all necessary screws and instruction drawing.
Right: Special Kit as it appears when detailed by adding PFM's "Old Time Parts Kit." Everything necessary is supplied except tweezers, pliers and cement. These parts kits are offered at a special group price. Of course you may make your own selection of various parts available for detailing. The building and conversion of an O-6-OT is an adventure in creating.



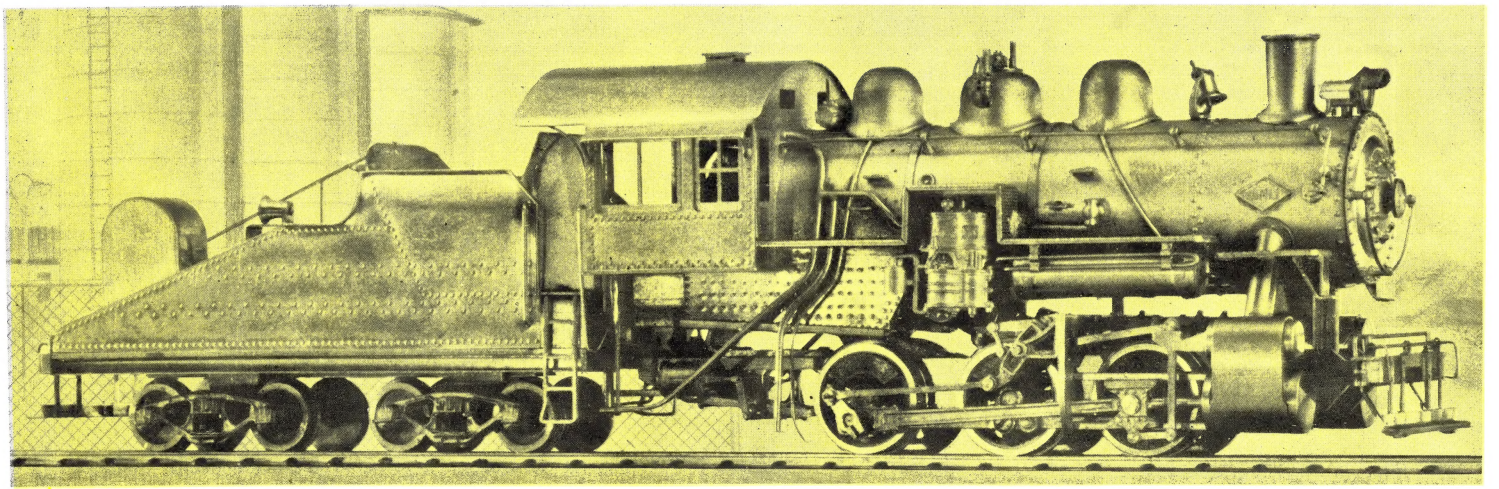
U P 0-6-0 SWITCHER

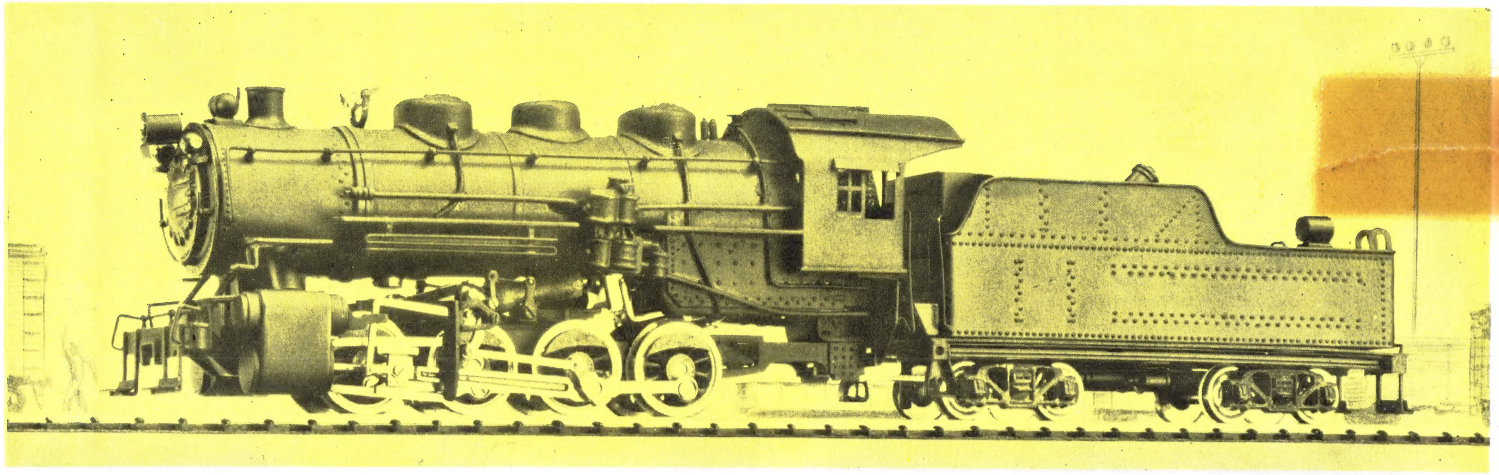
No. 4474 of the UP, Class "S,"

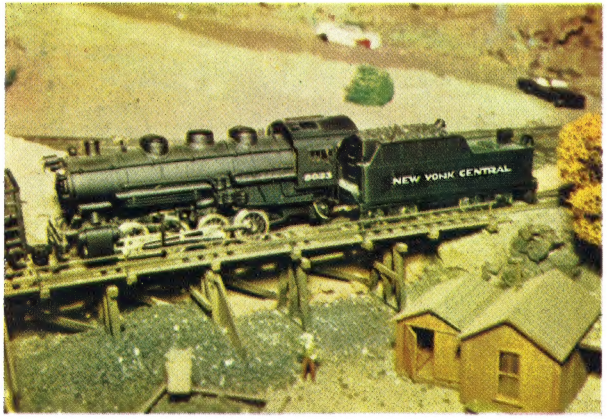
DC-62B motor, min. rad., 15"



— Layout Photo by Paul Jansen, San Mateo, California







Tenshodo
"THE MARK OF QUALITY"

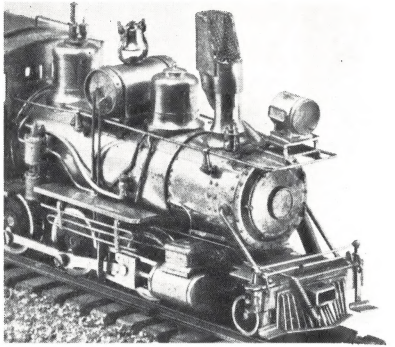
USRA 0-8-0 SWITCHER

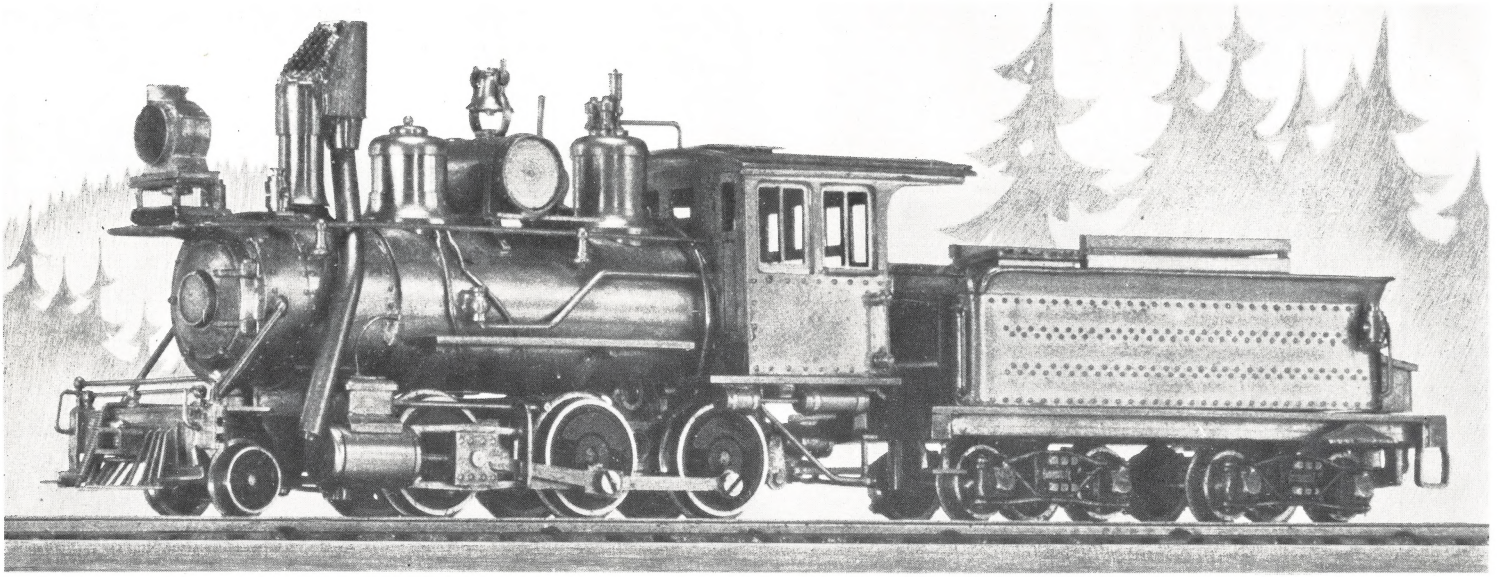
MH-3 motor, 16" minimum radius.

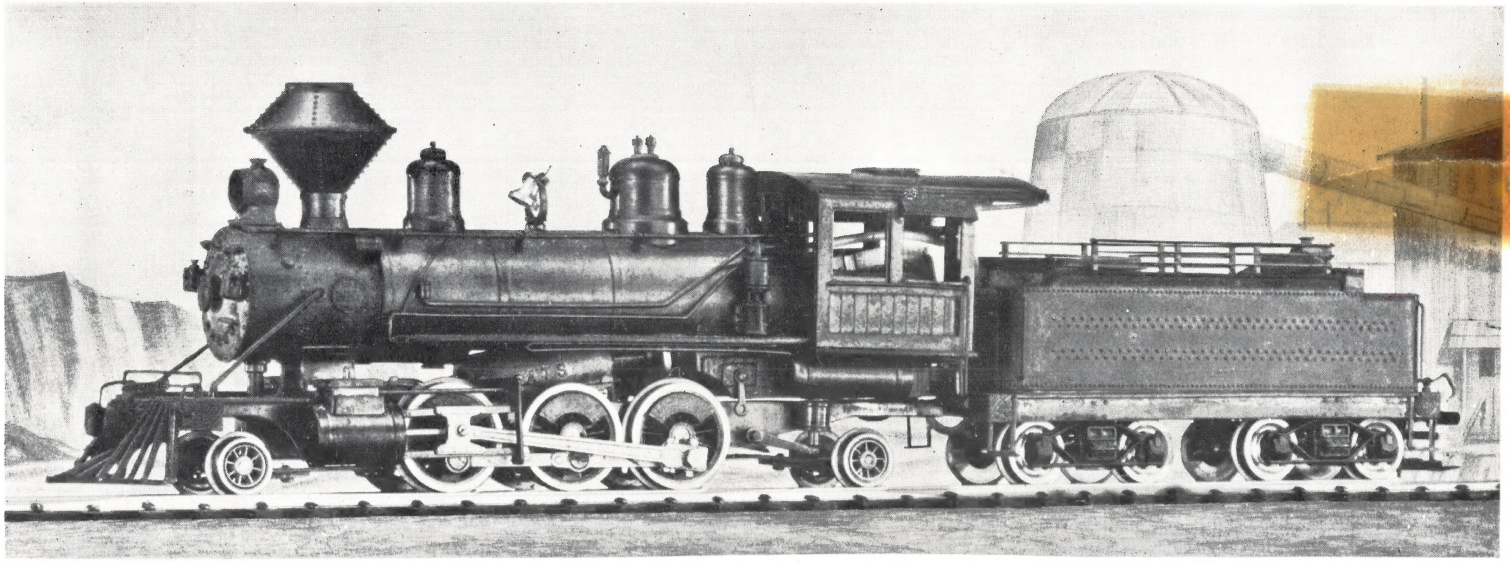
—Layout photo by Walter Sardinha at Bedford Model RR Club, Detroit, Mich.

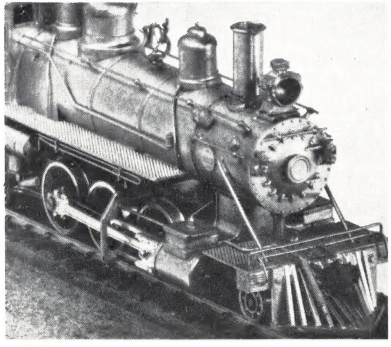
C & S NARROW-GAUGE MOGUL

DH-10 motor, 18" min. rad.









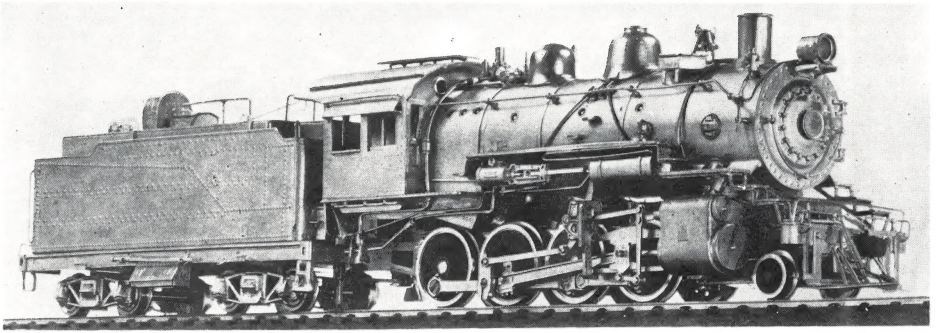
2-6-2 "PRAIRIE KING"

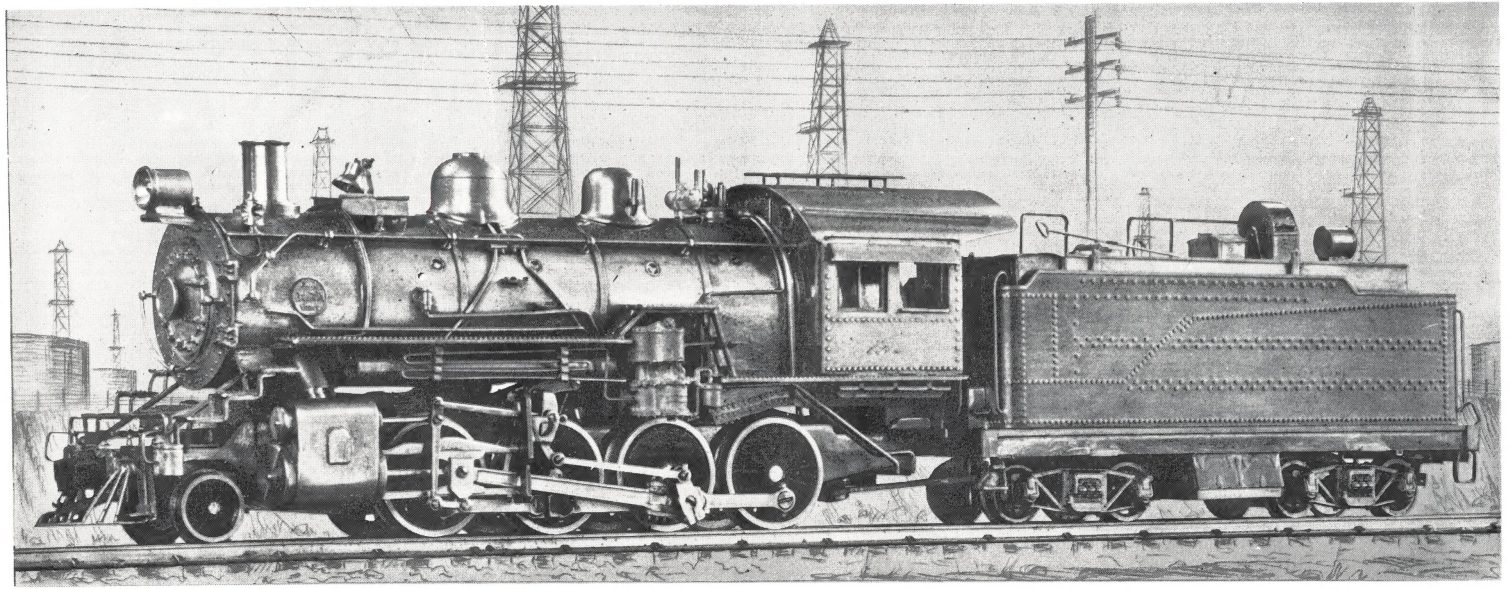
DC-195 motor, Minimum radius, 15".

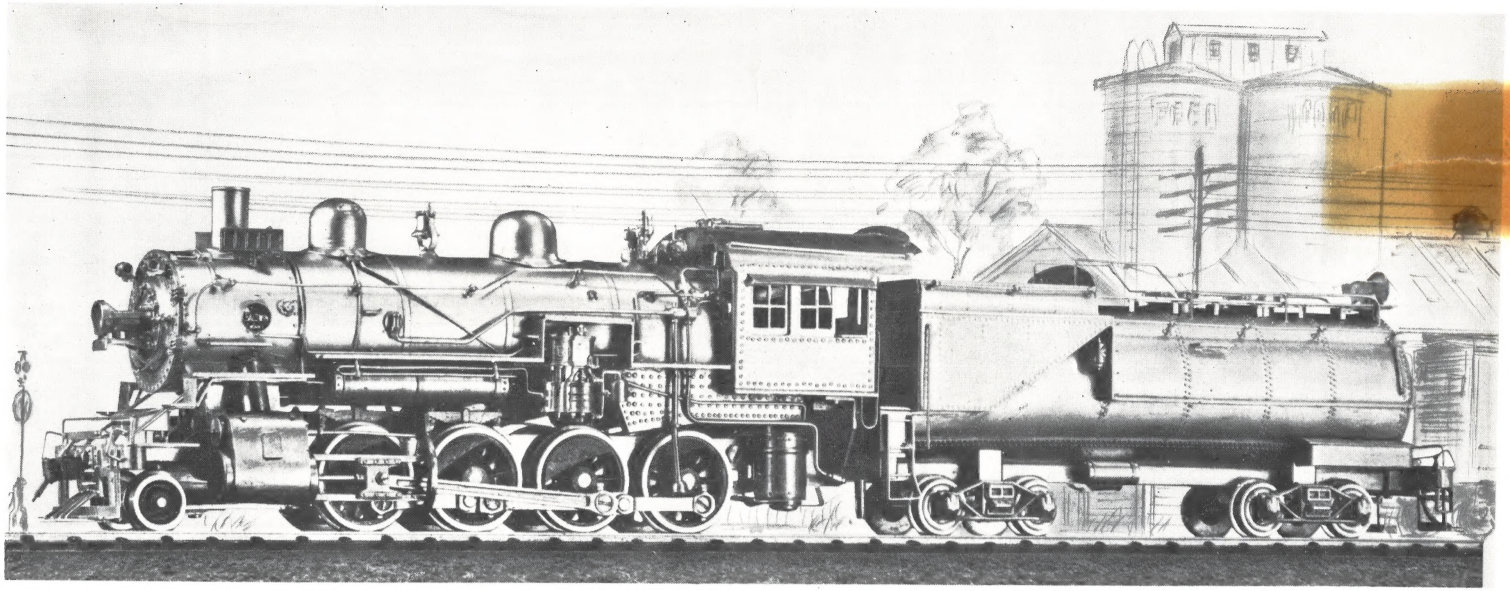
Optional straight stack included.

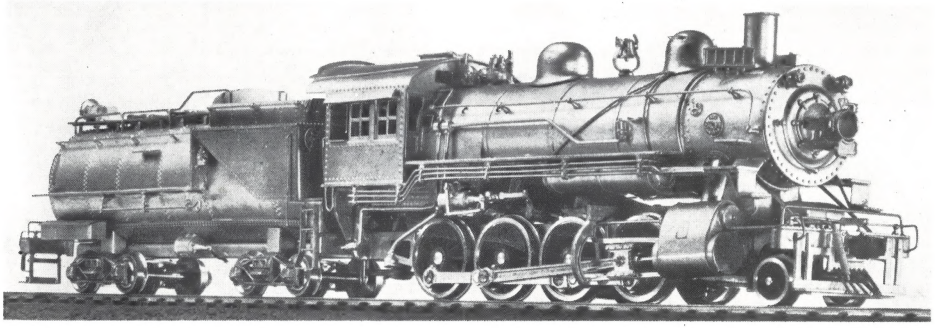
AT&SF
CLASS "1950" 2-8-0

Minimum radius, 18". DC-70X motor.







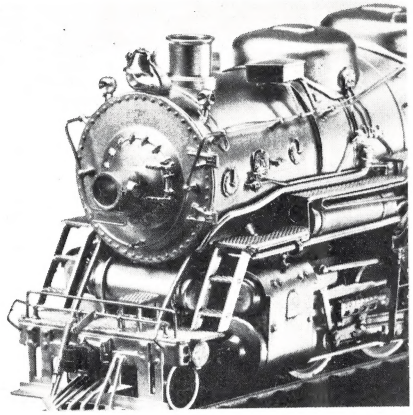


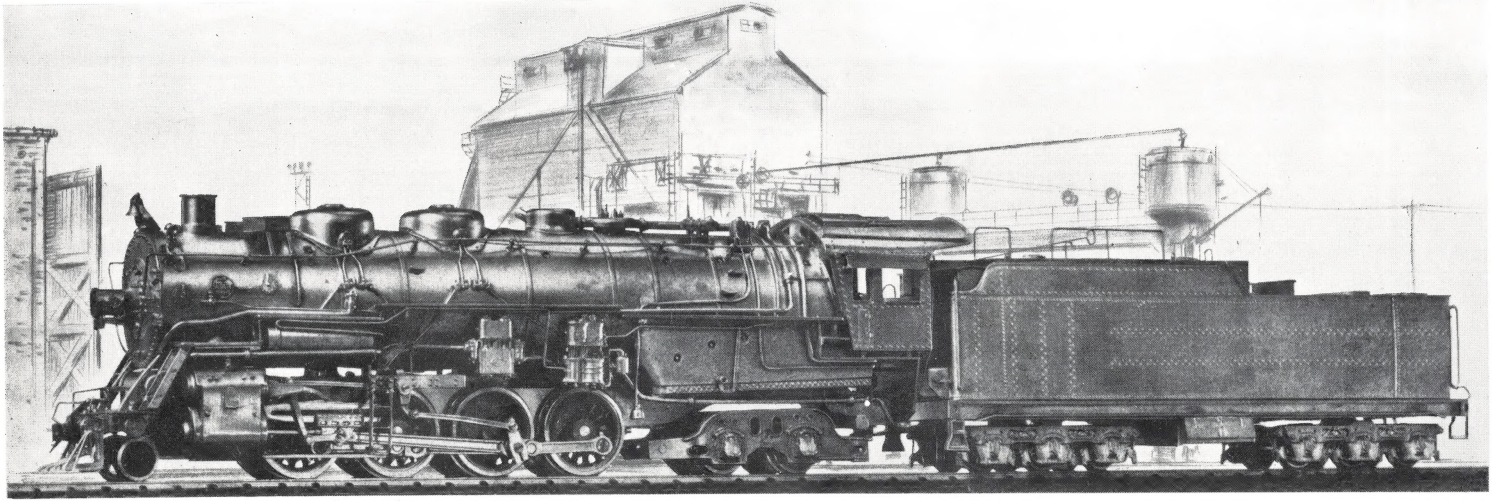
U. P. "6200" 2-8-0

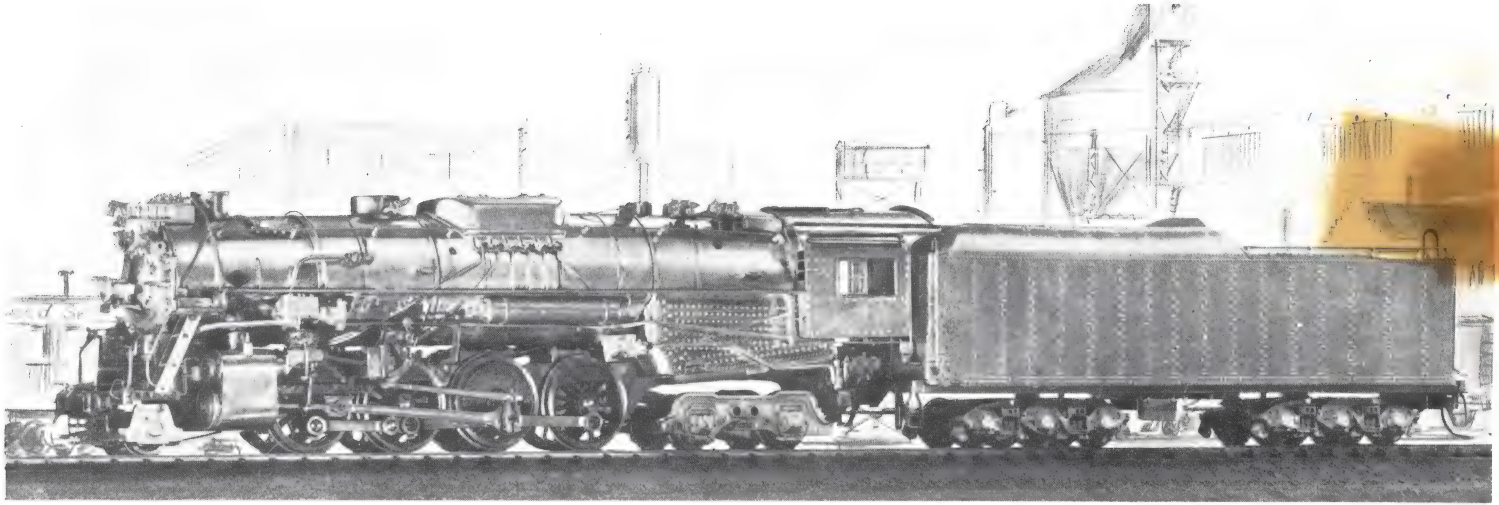
DC-70X motor, 18" min. rad.

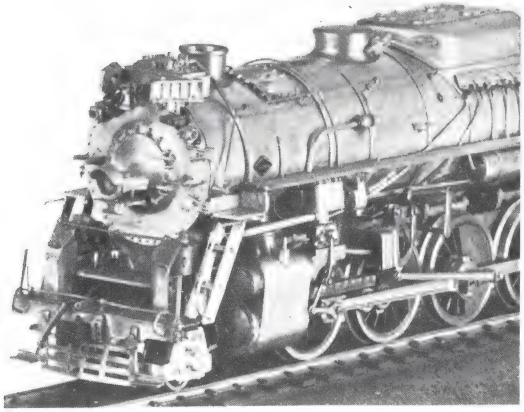
AT&SF "4100" BERKSHIRE

DC-70X motor. Minimum radius, 20".







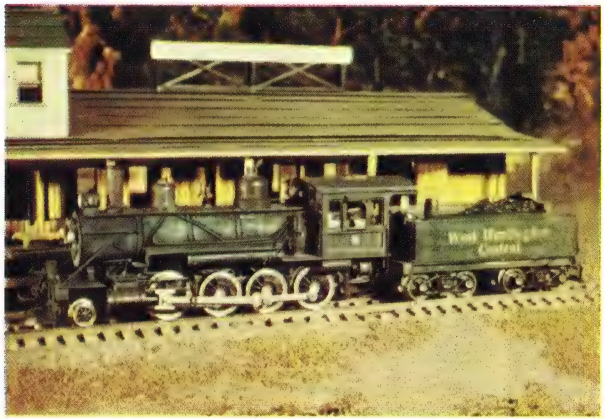


NICKEL PLATE 2-8-4

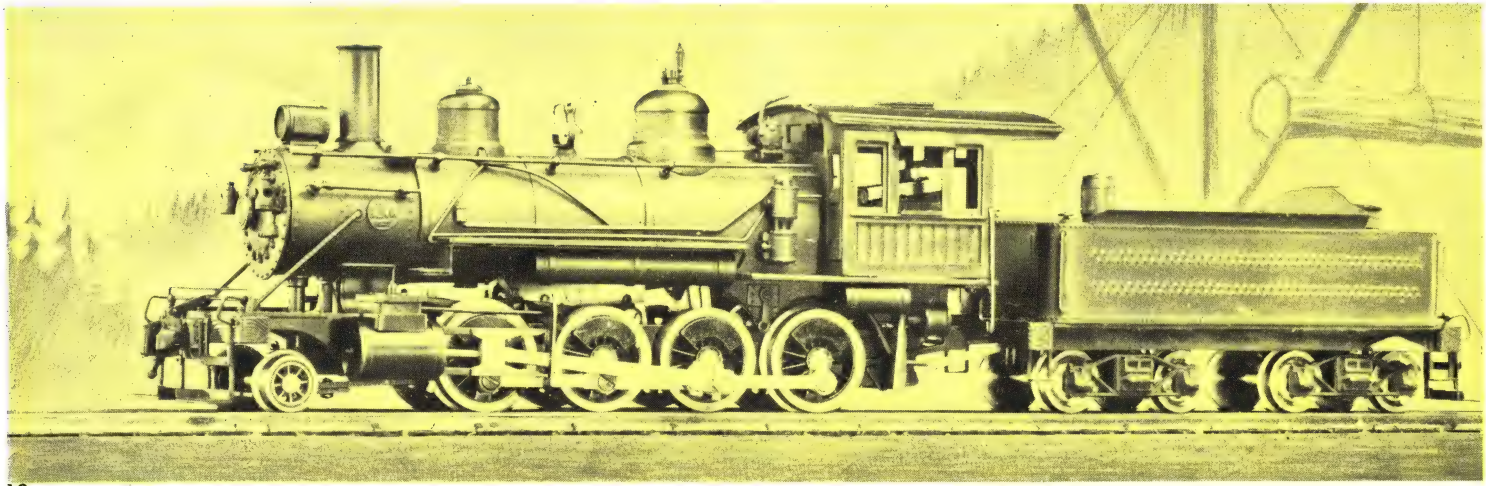
Minimum radius, 20". Pittman DC-70X motor.

"MA & PA" 2-8-0

18" minimum radius curves, Pittman DC-195 Motor



—*Layout photo by F V. Shaefer on "Allegheny Central," Altoona, Penna.*



Tenshodo
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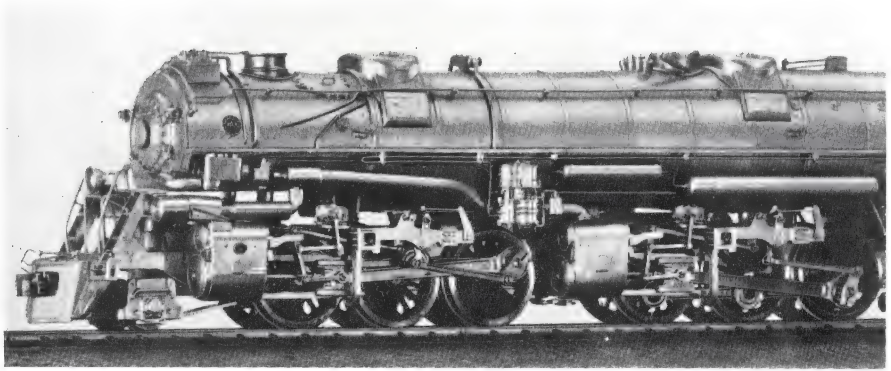
GN "0-8" 2-8-2 MIKADO

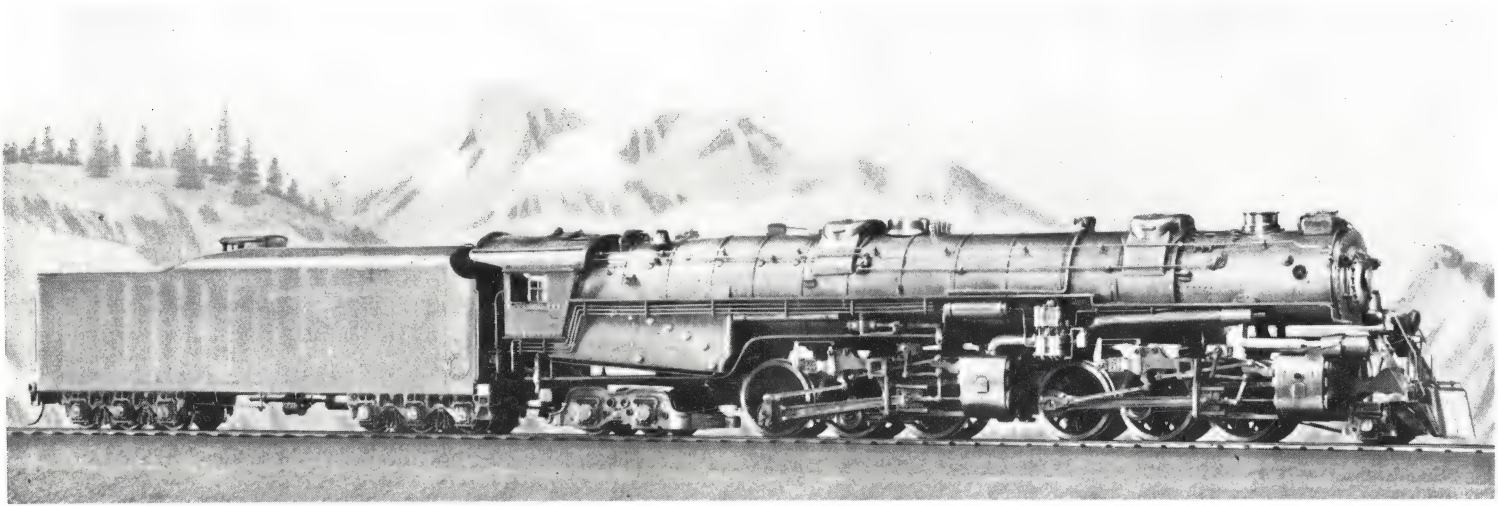
Minimum radius, 20". MH-5 motor.

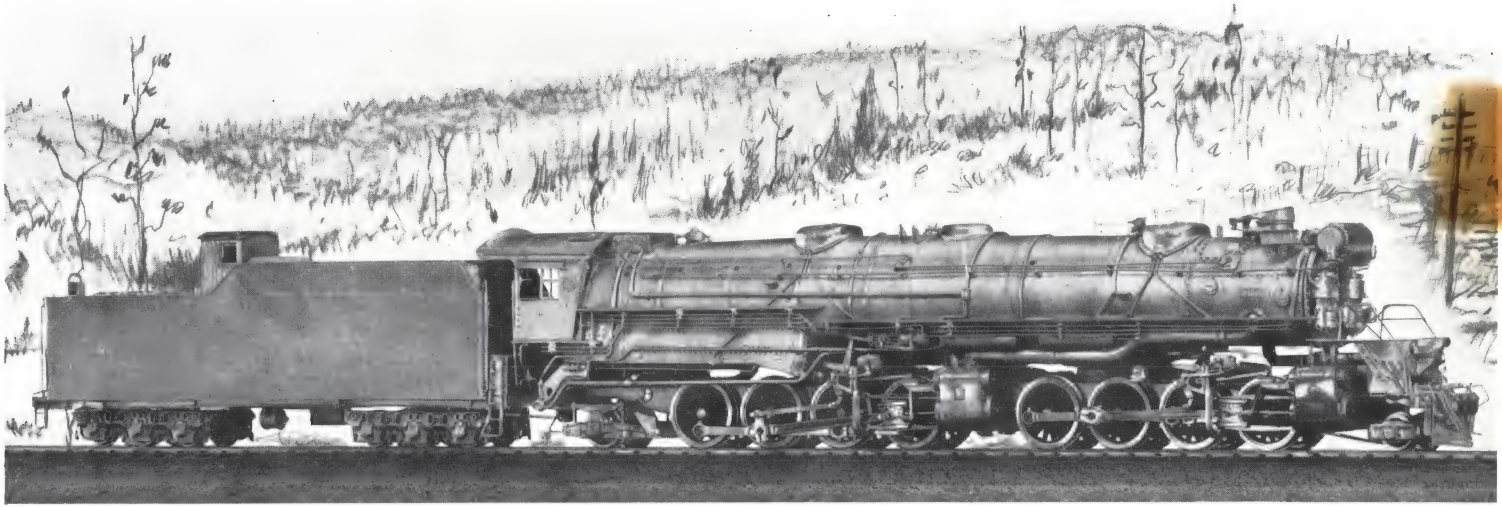
Layout photo by Russell L. Wilcox of York, Penna.

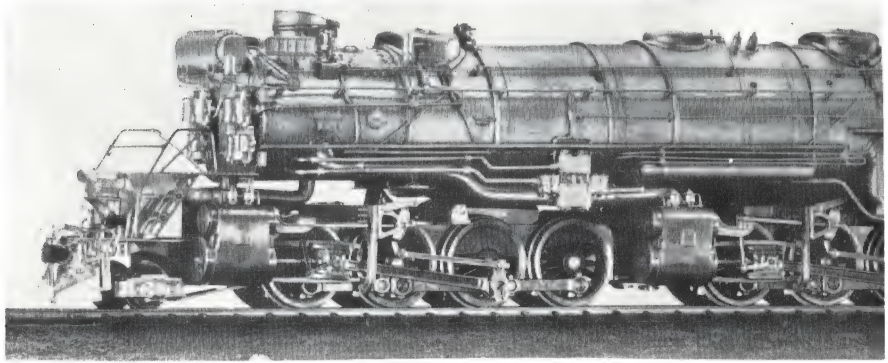
N & W CLASS "A" 2-6-6-4

Minimum radius, 20". *DC-71B motor*









D&RGW "L-125" 2-8-8-2

Minimum radius, 20". DC-71B motor

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EMD GP-20

Minimum radius, 14". MH-5 motor.

EMD "SD-24"

Minimum radius, 18". MH-5 motor.

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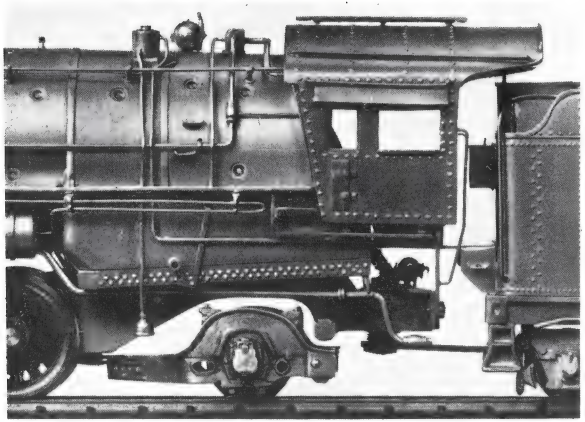
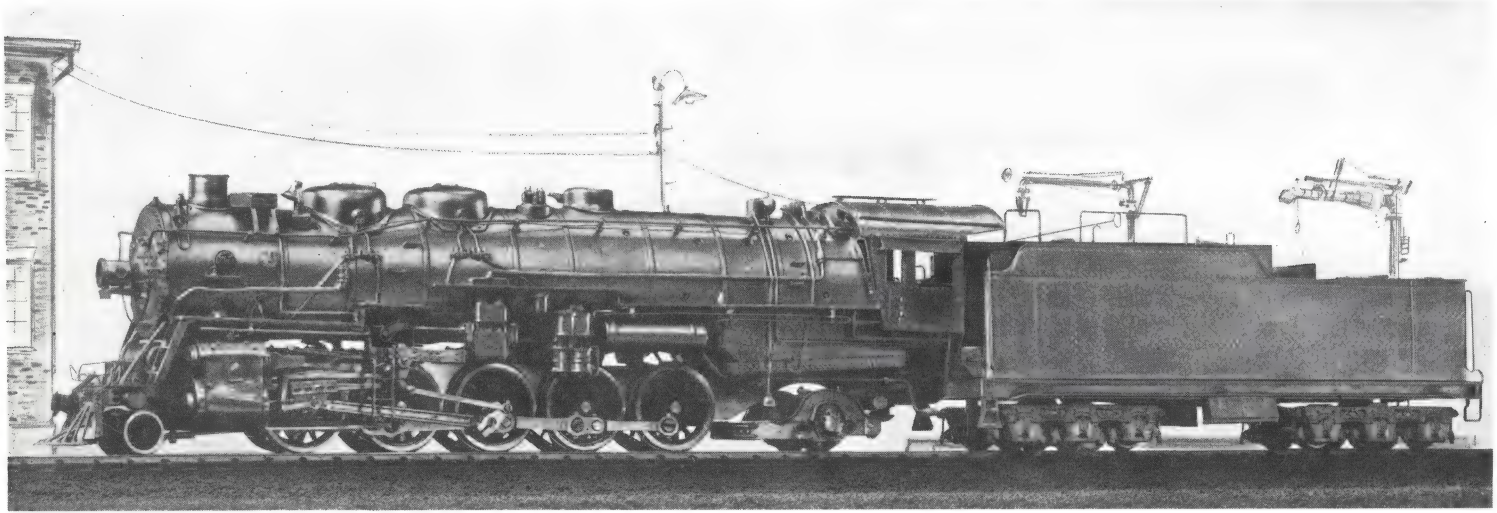
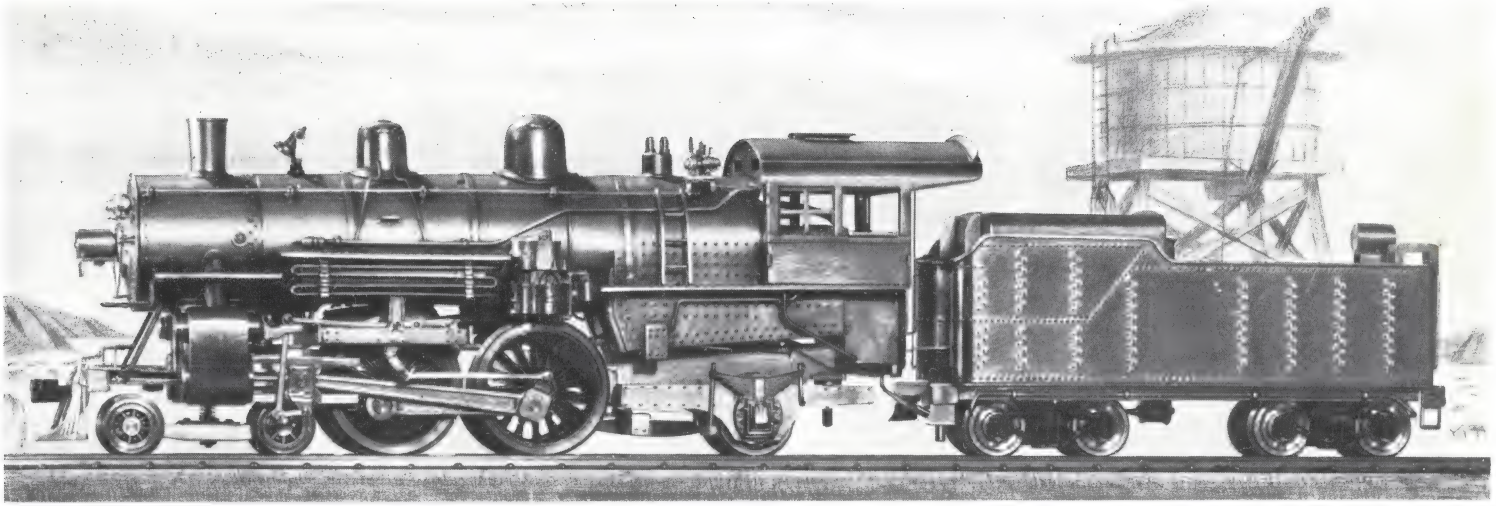
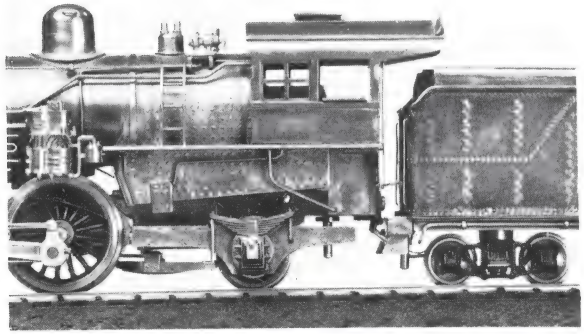
AT&SF "3900" 2-10-2

DC-70X motor, 22" min. rad.









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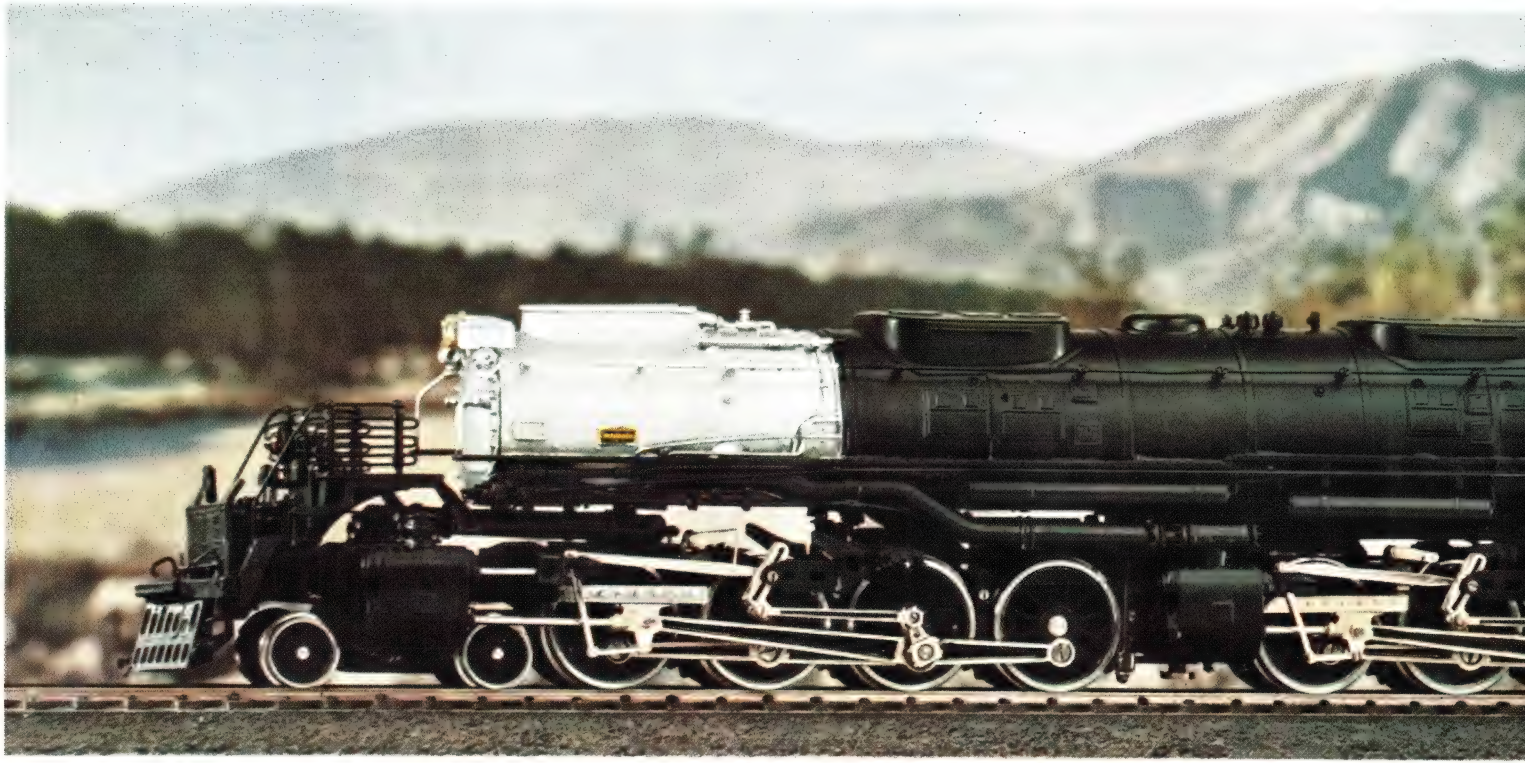
C&NW 4-4-2 ATLANTIC

Minimum radius, 18". MH-4 Tenshodo motor.



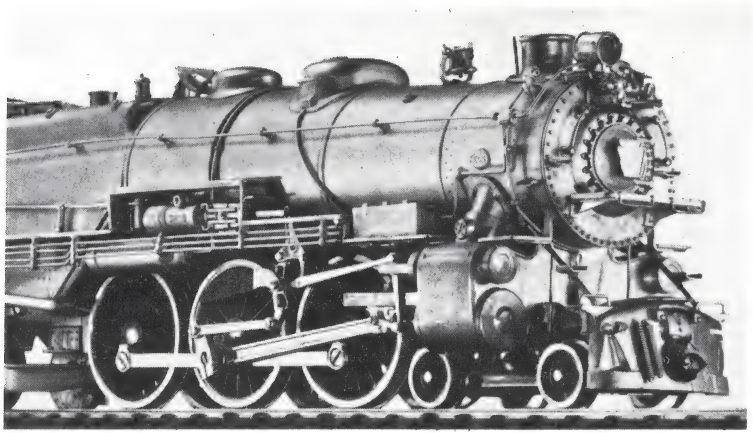
Tenshodo
"THE MARK OF QUALITY"

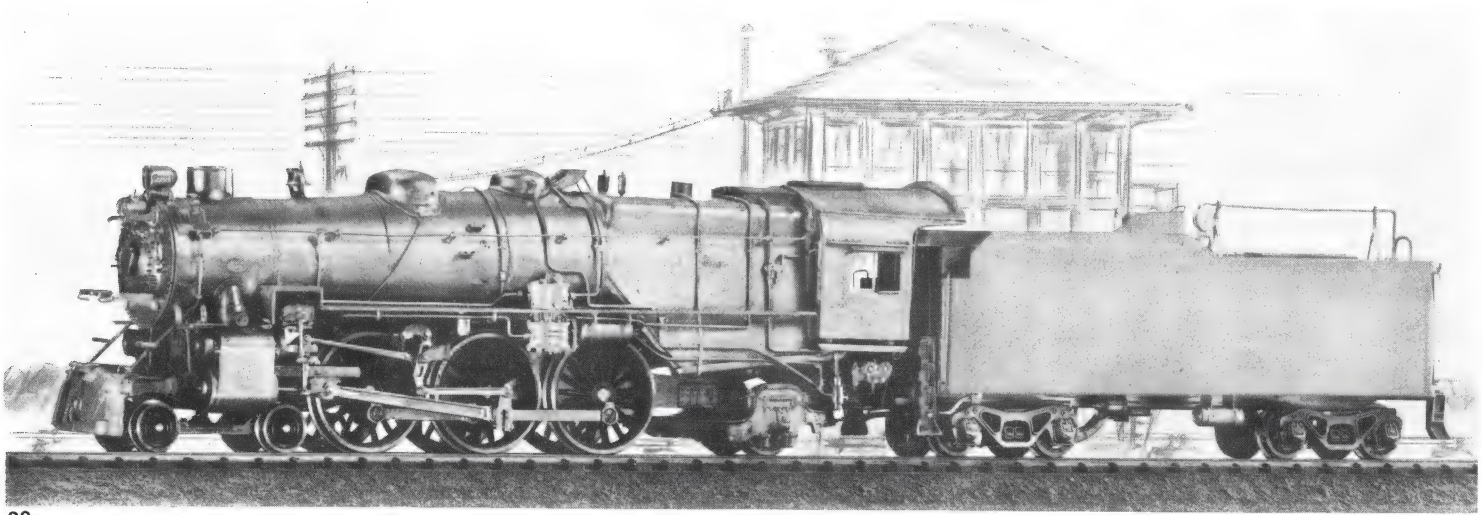
Tenshodo's masterful re-creation of No. 4002, the Union Pacific 4-8-8-4 "Big Boy," illustrates the unexcelled workmanship and matchless detail of the limited production models available from time to time. Endless patience and the highest degree of modeling skill are required to produce such replicas of the great locomotives of the "Golden Age of Steam." Other types that have been, or may be, available are the UP 4-6-6-4 and No. 820, 4-8-4; N&W "Y6b" 2-8-8-2; D&RGW "M-64" 4-8-4; GN "S-2" 4-8-4 etc., etc.

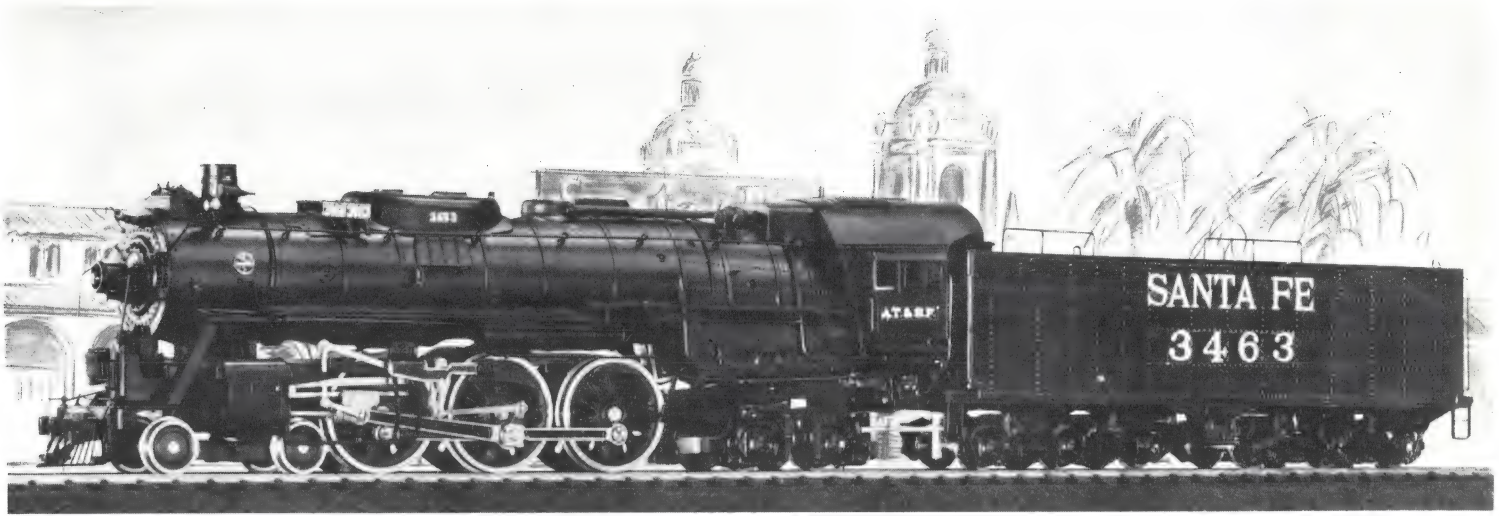
Tenshodo "Signature" and United "Crown" models bring to HO compieteiy new and ever-higher standards of scale reproduction. Yet their prices, in view of the time and skill required for their building, are astonishingly low and no finer locomotives are available at any price. Inasmuch as the number of such models produced is too few to permit cataloging or illustrating them it is suggested that interested modelers register with their dealers for notification of such models when they become available. No obligation is involved.

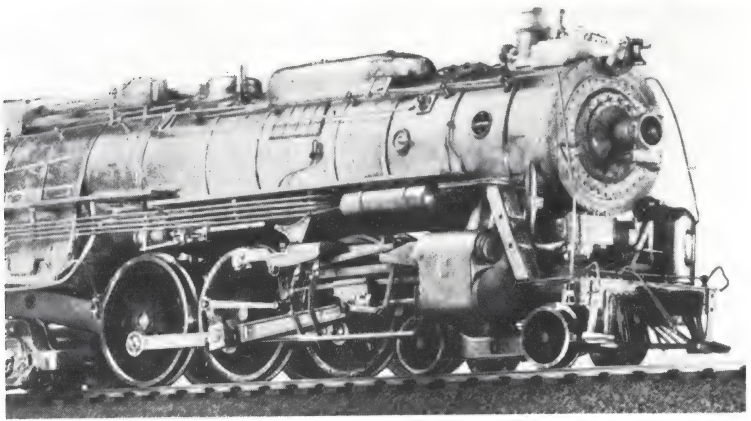
PRR "K4" 4-6-2

Minimum radius, 18". Pittman DC-70X motor.









Tenshodo
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SANTA FE "HUDSON" 4-6-4

Minimum radius, 18". MH-5 motor.

VIRGINIA & TRUCKEE "RENO"

Pittman DC-195 motor *Minimum radius, 18"*

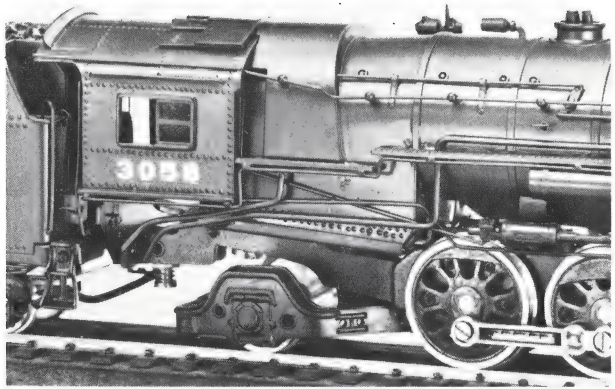
VIRGINIA & TRUCKEE NO. 26

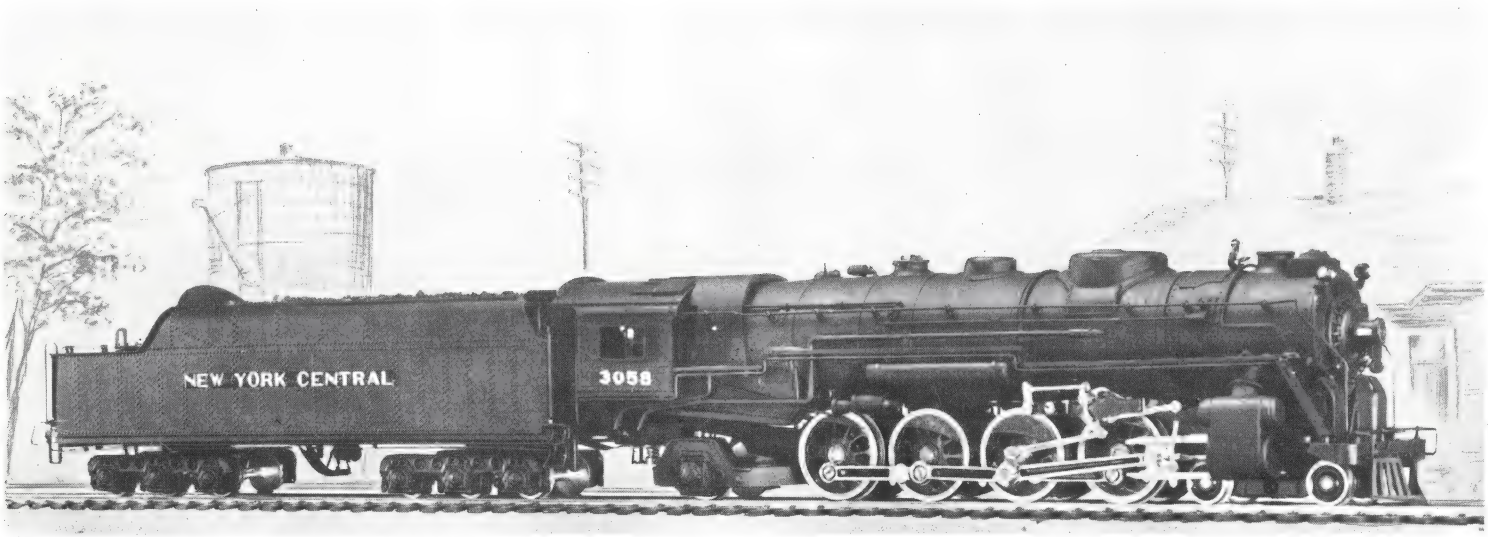
Minimum radius, 18". *Pittman DC-62X motor.*

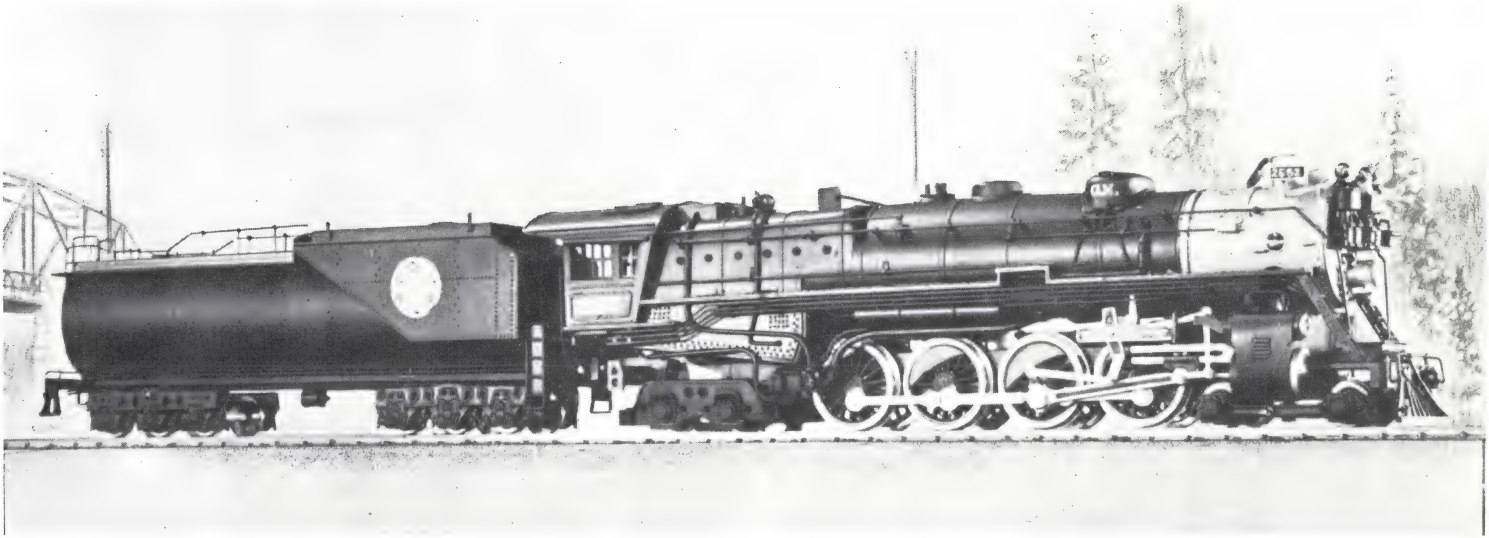
Tenshodo
"THE MARK OF QUALITY"

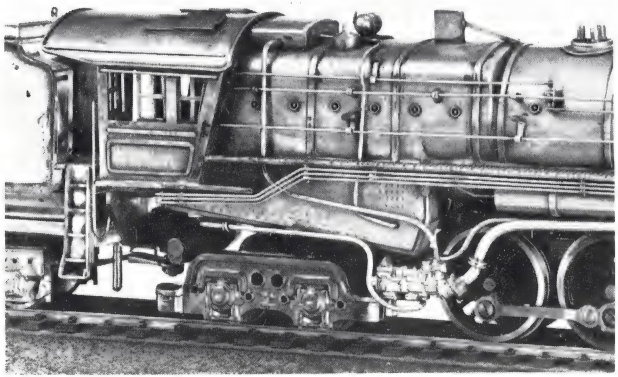
NYC "MOHAWK" 4-8-2

Minimum radius, 22", MH-5 motor.









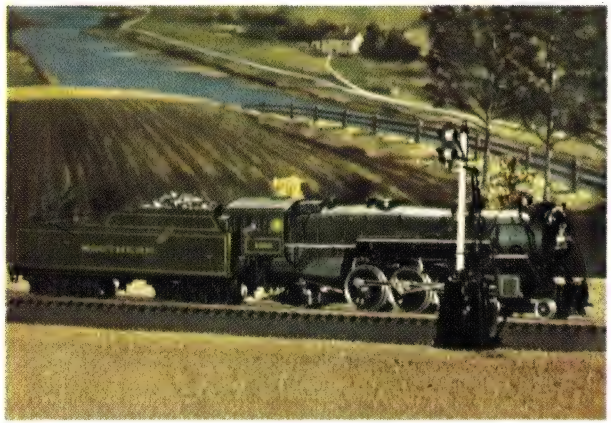
Tenshodo
"THE MARK OF QUALITY"

GN CLASS "S-1" 4-8-4

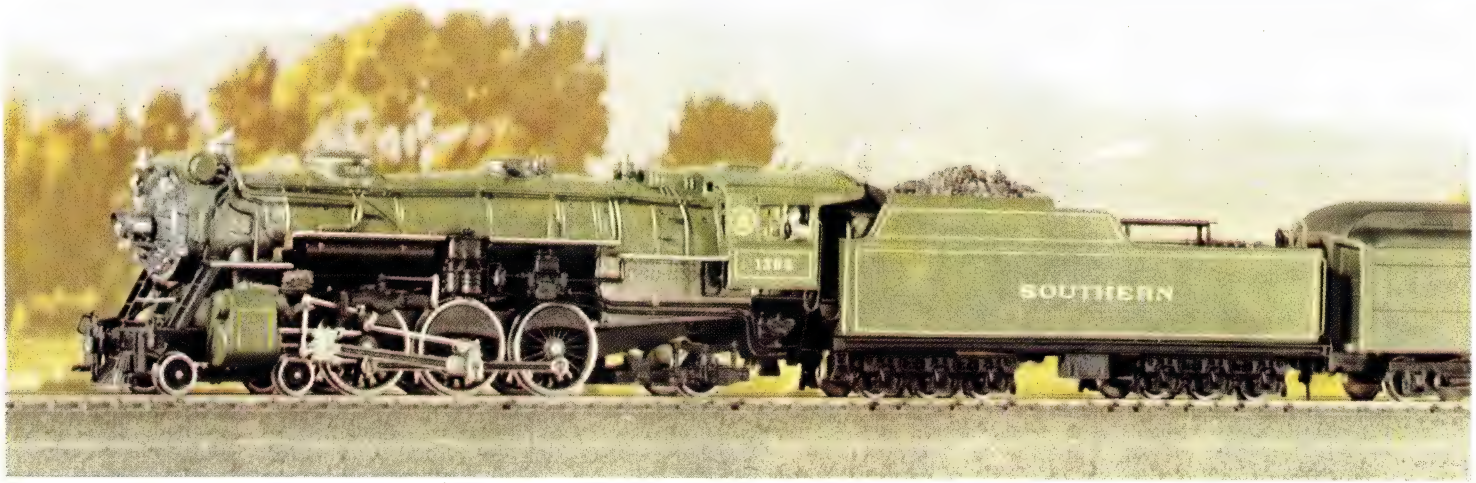
Minimum radius, 22". MH-5 motor.

SOUTHERN R.R. "Ps-4" PACIFIC

Minimum radius, 18". *Pittman DC-70 motor.*



Painting, figure and layout Photo by Dom Ferraro, New York.



Tenshodo
"THE MARK OF QUALITY"

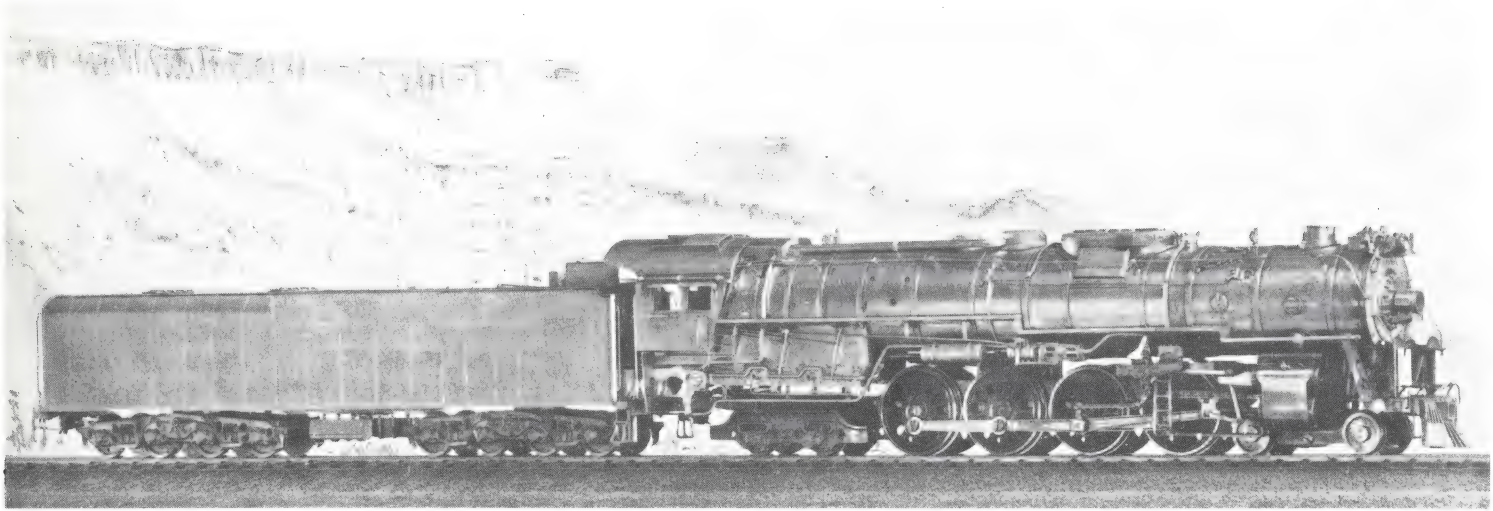
EMD "F-9" ROAD DIESEL

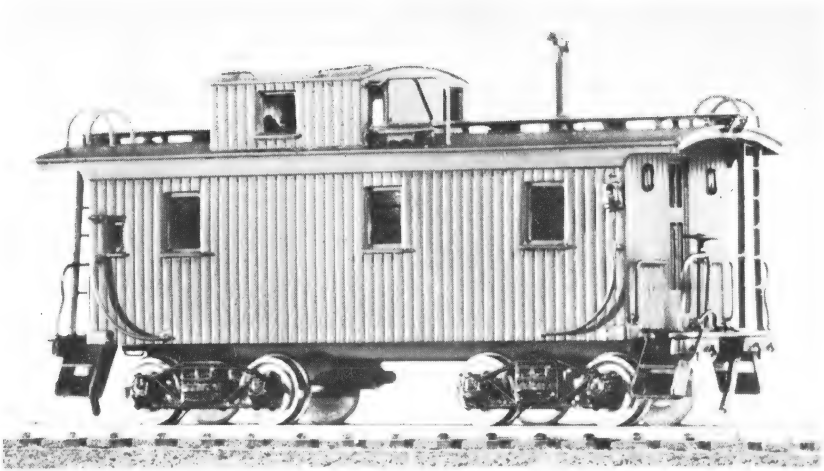
"A" powered, "B" dummy
15" minimum radius. MH-5 motor.

—Layout photo by Whitney K. Towers. Los Angeles, Calif.

AT&SF "3700" 4-8-4

Minimum radius, 20". Pittman DC-70X motor.

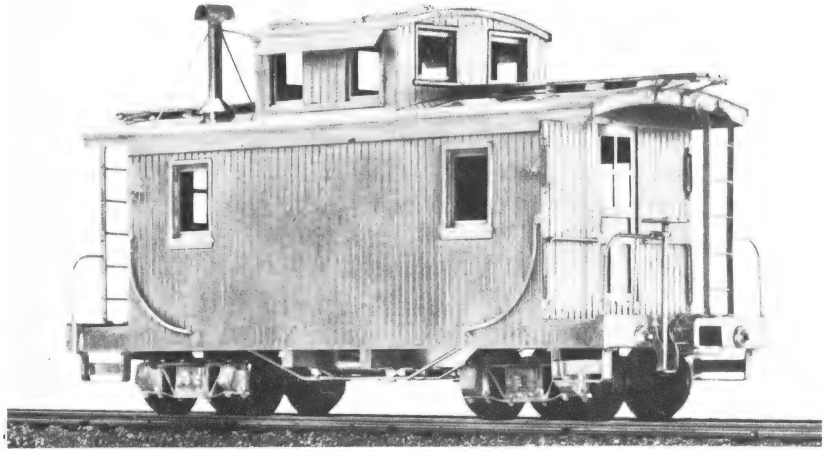




CABOOSES

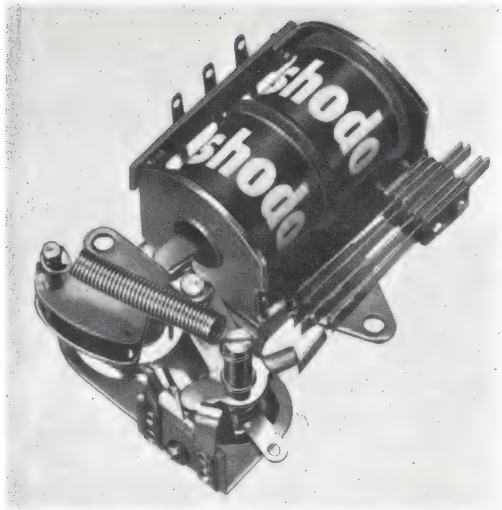
Above: D&RGW narrow-gauge caboose made of brass in both HOn3 and On3 scales.

Right: Standard wooden caboose to the NP's plans modeled in brass. HO scale.

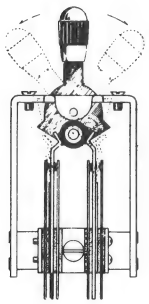


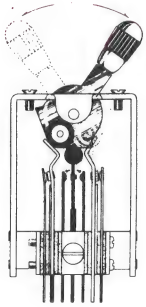
SWITCH MACHINES & SWITCHES

Tenshodo's new and more versatile switch machine is undoubtedly one of the finest electrical devices available to the model railroader. It is sturdily built, correctly engineered, and highly responsive to the current impulses. It has a strong and postitive spring lock and throw arm and convenient mounting. Double automatic switching is provided. Relay fingers are attached to, and controlled by, the machine and additional contacts make and break as the armature crank moves from side to side, a most convenient arrangement. Used in connection with Tenshodo's "MC" switch it provides a wonderful variety of automatic switching. It may be mounted above or below the table with equal ease. Installation and wiring diagram with each machine. Many thousands of these machines are in daily use in the US and Canada as well as in other parts of the world and have a remarkable record of reliability and unfailing performance. A superior product in every way. Even the price recommends it.



Tenshodo
"THE MARK OF QUALITY"





"Double-pole-double-throw" or DPDT and "Momentary Contact," or MC switches are most essential in model railroading. DPDTs are commonly used for reversing polarity and for dual-cab-control where MCs are the preferred way of throwing switch machines.

Tenshodo's DPDT, left figure, is a rugged and reliable switchboard type. It does all that any DPDT can do and, in addition, contains an extra set of contacts for control of secondary circuits. Position of handle shows direction of current.

The MC, right figure, is a remarkable device. As the handle is moved from one limit to the other, wiping contacts actuate the switch machine by a 'shot' of current yet quickly break the connection to avoid burning out the machine's coils. Coming to its limit position if not only indicates which way the turnout is set but operates leaf contacts built into the switch. Current from these contacts may be used to operate lamps, relays, signals, etc. In combination with the switch machine three automatically switched circuits are available in addition to the switch machine circuit.

Tenshodo
"THE MARK OF QUALITY"

SPECIFICATIONS: Tenshodo models are offered either painted, lettered and ready-to-run or in unpainted, easily assembled, kit form except for cars, cabooses, the O-6-OT and the C&NW 4-4-2. O-6-OT is in kit form only and the r-t-r form of the C&NW is unpainted.

Motors: All Tenshodo models illustrated in this catalog use Tenshodo motors. All are 12v. DC.

Drive: Rod locomotives driven through precision laminated phenolic worm gear and steel worm enclosed in brass die-cast gear box except the O-6-OT in which no gear box is used. 2-8-2 uses 48 pitch, other models use 36 pitch worm gear. Diesels drive through double worm shafts in spherical oil-absorptive bearings in zinc alloy cast gear boxes.

Materials: Except the O-6-OT, which is cast zinc alloy, Tenshodo models are of formed sheet brass; brass die-castings and 'lost-wax' detailing parts. Axles and shafts are steel, passenger car floors are heavy plastic.

Drivers: Precision made, brass die-cast centers except O-6-OT, 0-80 crankpin threads, supported in sprung brass journal boxes.

Screws: Except for crankpins all screws are metric. PFM will replace lost or damaged screws for stamped, self-addressed envelope.

Couplers: Rod locomotives, except O-6-OT accept NMRA "RP-22" and PFM's "Six-way" coupler pockets. A pair of PFM's pockets are packed with each rod locomotive, "F-9" diesel and caboose together with an instruction sheet and attaching screws, Diesel switchers will accept such couplers as Kadee "MK-6" or "MK-8" and Rail Line X2F type with either flat or coil spring. Passenger cars accept Tenshodo or Rail Line X2F types and may be easily adapted to others. O-6-OT accepts same couplers as diesel switchers.

UNITED
SCALE MODELS

SPECIFICATIONS: United models are offered unpainted, ready-to-run. Each has been track-tested before packing.

Motors: Except for the C&S HOn3 2-6-0, all United models illustrated in this catalog use Pittman motors. The HOn3 C&S uses a Japanese DH-10. All motors are 12v. DC.

Drive: Laminated phenolic worm gear, 40 pitch, with matching precision steel worm is enclosed in die-cast gear-box with spherical oil-absorptive bearings. C&S 2-6-0 and V&T 4-4-0 use tender drive through universal to worm mounting. Shay uses special gears. Articulated models use two gear boxes, all drivers are powered.

Materials: Basic construction of formed and solder-assembled sheet brass. Such heavy parts as truck frames are of drop-hammered brass. Intricately detailed parts, such as compressors, generators, water systems, injectors, etc. are brass 'lost-wax' castings, produced in the US by Cal-Scale. Axles and worm shafts are steel drill-rod. The valve-gear parts are white metal or plated brass.

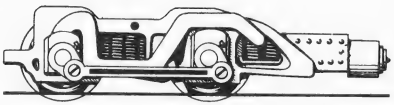
Drivers: Highly precise, checked by precision optical comparator. Standard gauge rod locomotives equipped with sprung brass journals. All crankpins are steel, threaded 0-80, accepted standard US thread.

Screws: Other than crankpins all screws are metric. Lost or damaged screws will be replaced without charge by PFM for stamped and self-addressed envelope.

Couplers: All United standard gauge locomotives and cabooses are designed to accept the NMRA "RP-22" coupler pocket. PFM's coupler pockets, with attaching screws, are included with each model and instruction sheet is enclosed. This pocket will accept almost all the popular makes and designs in use in HO.

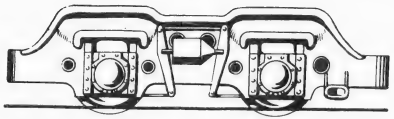
TRUCKS

Here is an assortment of exceptionally well-made and detailed trucks in HOn3, HO and On3 for tenders, engines and rolling stock. All frames brass unless specified. Illustrations actual size. Figures following description refer to wheel diameter. Many other engine and tender trucks available from parts listing, see back cover.



T-1267 Franklin Booster Engine

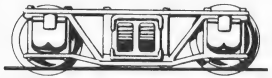
Booster engines were used in place of the standard front tender truck on heavy switchers and transfer locomotives to add starting power. The operating side-rods add interest and action to any switcher.



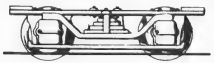
U-501 Locomotive Trailer Truck

Exceptionally heavy, drop-hammered, built-up solid brass frames in full detail are used on this trailer-truck. Correct type for many modern 4-8-4s. Equalizing bolster. 40" wheels. 78" wheelbase.

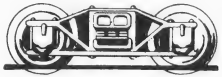
U-402 HOn3 D&RGW Arch., 26"



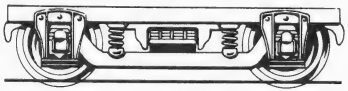
U-201 On3 D&RGW Arch., 26"



U-314 Old-time Tender, 24"

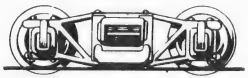


U-301 Dia. Archbar, 33"

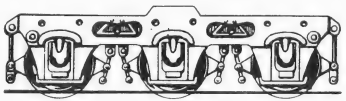


T-308 Std. Pass., Zamac, 36"

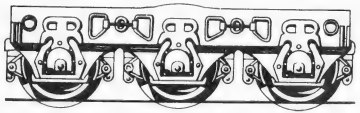
U-313 Andrews, Brass, 33"



U-311 Equalized Arch., 33"

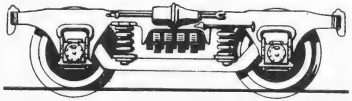


U-302 6-wh. Plain Brg., 33"

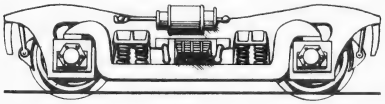


T-303 6-wh. Roller Brg., 36"

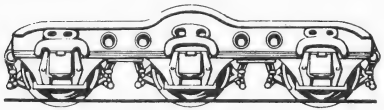
T-312 Andrews, Zamac, 36"



T-309 Streamliner, Brass, 36"

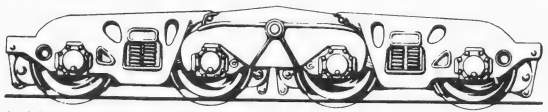


U-306 6-wh. Buckeye, Pl. or Rlr., 36"

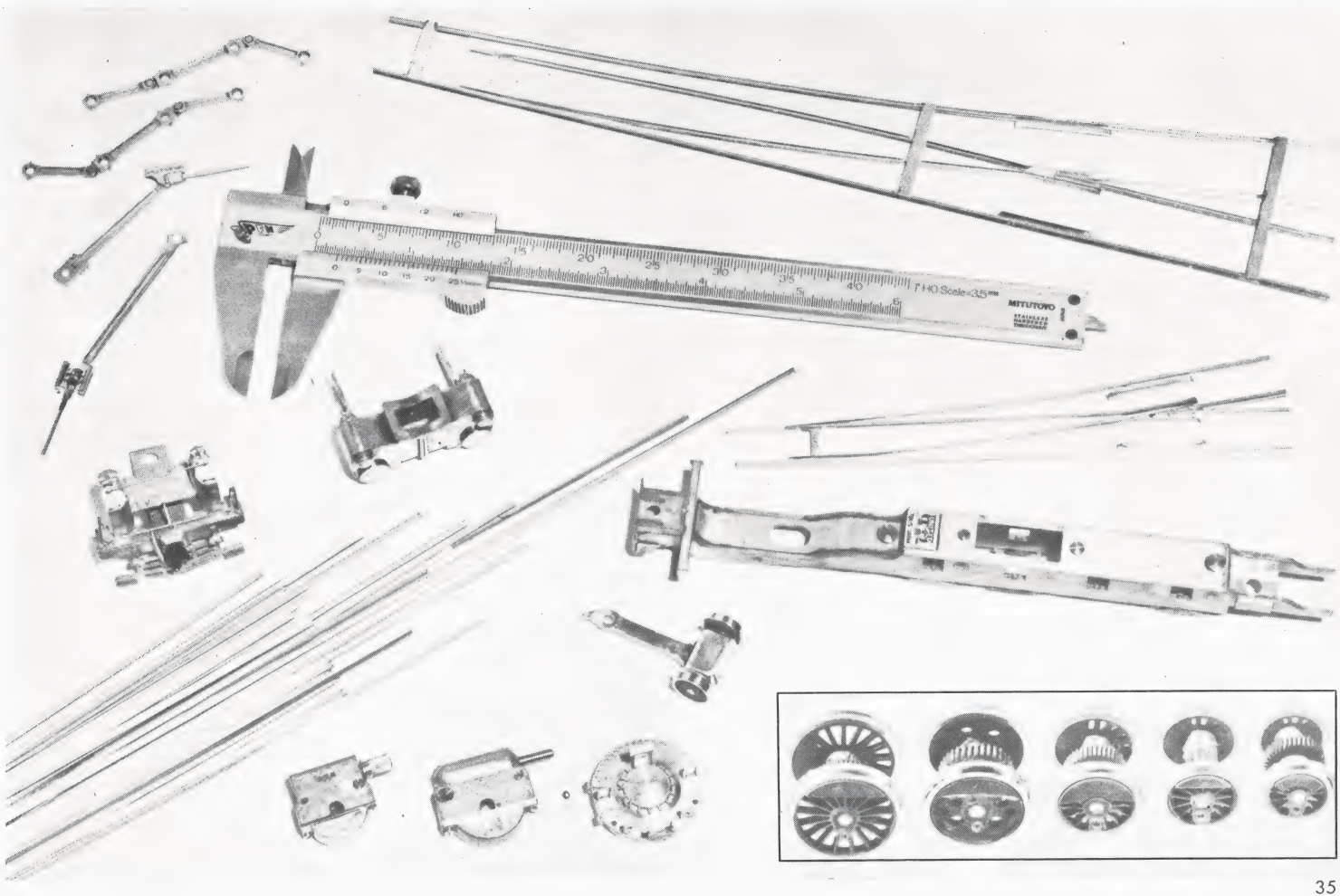


U-304 6-wh. Comm. Plain, 36"

T-305 6-wh. Comm. Roller, 36"



U-307 8-wh. Buckeye, 40"


MITUTOYO
STAINLESS
HARDENED
MADE IN JAPAN

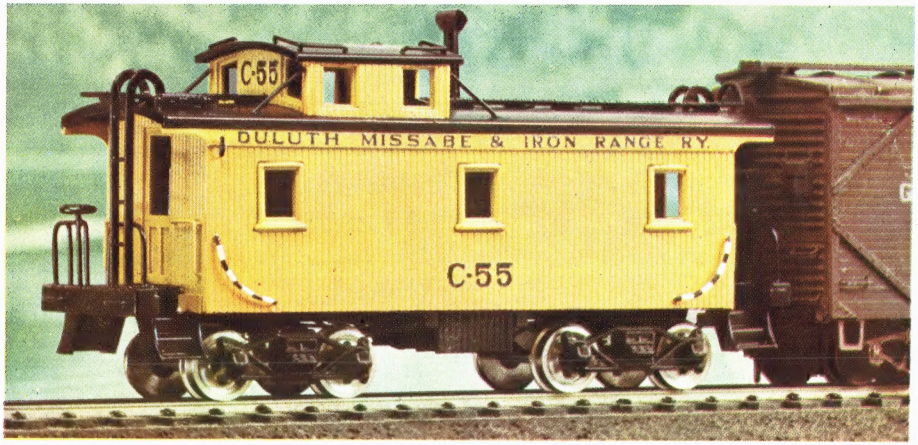
Tenshodo
"THE MARK OF QUALITY"

Modern, streamlined passenger cars in two types. Smooth side, painted and decaled, as illustrated, in GN, NYC two-tone grey, PRR or SP "Daylight" orange and red. Corrugated side, not illustrated, painted prototype silver, same detailing but without decals.

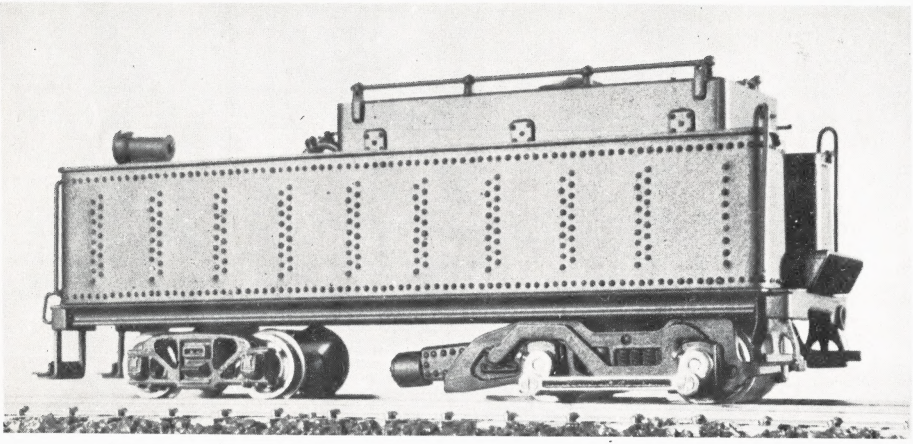
They are 'shorties,' 63 scale feet in length, providing good appearance on tight or medium curves due to their small overhang, and proportionate to the limited length of the average HO layout. Supplied with Tenshodo's T-2 Coupler for 15" minimum radius and with pocket for NMRA flat-spring types for 20" or larger minimum radius. Colors are matched to actual paint samples supplied by the railroads, road names correctly lettered and located.

Bodies are sheet brass, floor and underfloor details are plastic. Sponge rubber diaphragms; the interiors are detailed and lighted; cast zamac truck frames, smoothly rolling trucks. Eight car types available: Baggage, Combination, Coach, Diner, Sleeper, Vista-Dome, Standard or Vista-Observation.

Tenshodo
"THE MARK OF QUALITY"



Fabricated of heavy solid brass, carefully hand-assembled and soldered, Tenshodo's cabooses make suitable companion pieces for the quality locomotives produced by their skilled craftsmen. A pair of PFM's Universal Coupler Pockets are included.

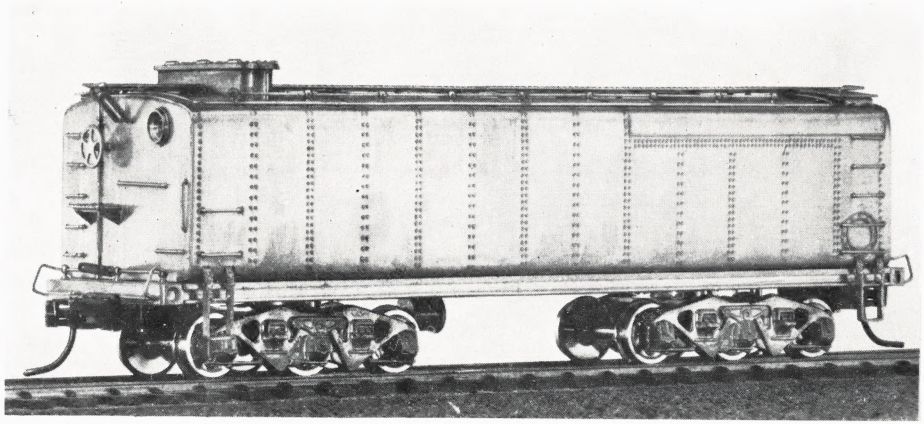


Tenshodo
"THE MARK OF QUALITY"

Clear-Vision tender by Tenshodo, handsomely detailed and painted dull black. Comes with Andrews trucks. Note: It is shown here with Franklin Booster Engine which is available separately only. One of these boosters on your own heavy-duty tender adds interest and action to your locomotive.

UNITED

Norfolk & Western auxiliary tender. For use with any N&W heavy-duty locomotive. Prototype use was especially with Class "As" and "Ys." Completely authentic in design and scale, even to the special trucks. Built of solid brass, unpainted. PFM Universal Coupler pockets. Length 5⅜". By United.



BACK COVER:

United's handsome model of the Sierra Railroad's No. 38, 2-6-6-2. DC-70X motor, 18" minimum radius. An ideal articulated locomotive for small layouts. In this photo she is shown at work on the famous "Gorre & Daphetid" of John Allen who painted the model and photographed it.

REPLACEMENT PARTS:

PFM maintains a complete stock of parts for repair or replacement. Due to the great number of separate parts — as many as 400 in one model, detailed listings are not published. Major parts and subassemblies, such as drivers, gear boxes, pilot assembles, etc., are available. Special lists of such parts for stamped, self-addressed envelope only.

METRIC SCREWS:

Most screws used in the models are metric and are ideal for use in brass. PFM will replace any such screws lost or damaged, without charge, for stamped, self-addressed envelope. Metric screws available in 1.0, 1.4 and 2.0 mm sizes, suitable lengths from 2 to 6 mm, and 1.0 x 1.5 mm shouldered valve gear screws, 25¢ per doz. Metric taps, $1, dies, $1.50 ea. in 1.0, 1.4 or 2 mm.

COUPLERS & POCKETS:

PFM's first "6-way" coupler pocket was the basis for the design for the NMRA "RP-22" pocket. The present PFM pocket has the same measurements as "RP-22" but is .050" deep to accommodate the coupler shank size now common in HO. In addition, it contains a small boss permitting the use of either flat or coil spring X2F, so-called NMRA, couplers. Pocket accepts Mantua, Rail Line, Kadee K-4 and MK-4, Rail Line and Kemtron X2F, MDC knuckle type etc. Mounting holes are correct for other type draft gears. All insulation problems are eliminated and couplers may be quickly and easily interchanged. High impact styrene pockets, $1.25 per doz. pr. Brass 'lost-wax' castings, 35¢ each.

N. M. R. A.:

The National Model Railroad Association is a world-wide organization of model railroaders devoted to the promotion of closer understanding and co-operation between modelers, manufacturers, publishers and dealers and to the advancement of fellowship among its more than 12,000 members. The modest dues make you a member of this growing fraternity and bring you much excellent material on the progress of the hobby. Write P. O. Box 1328A, Station C., Canton 8, Ohio.

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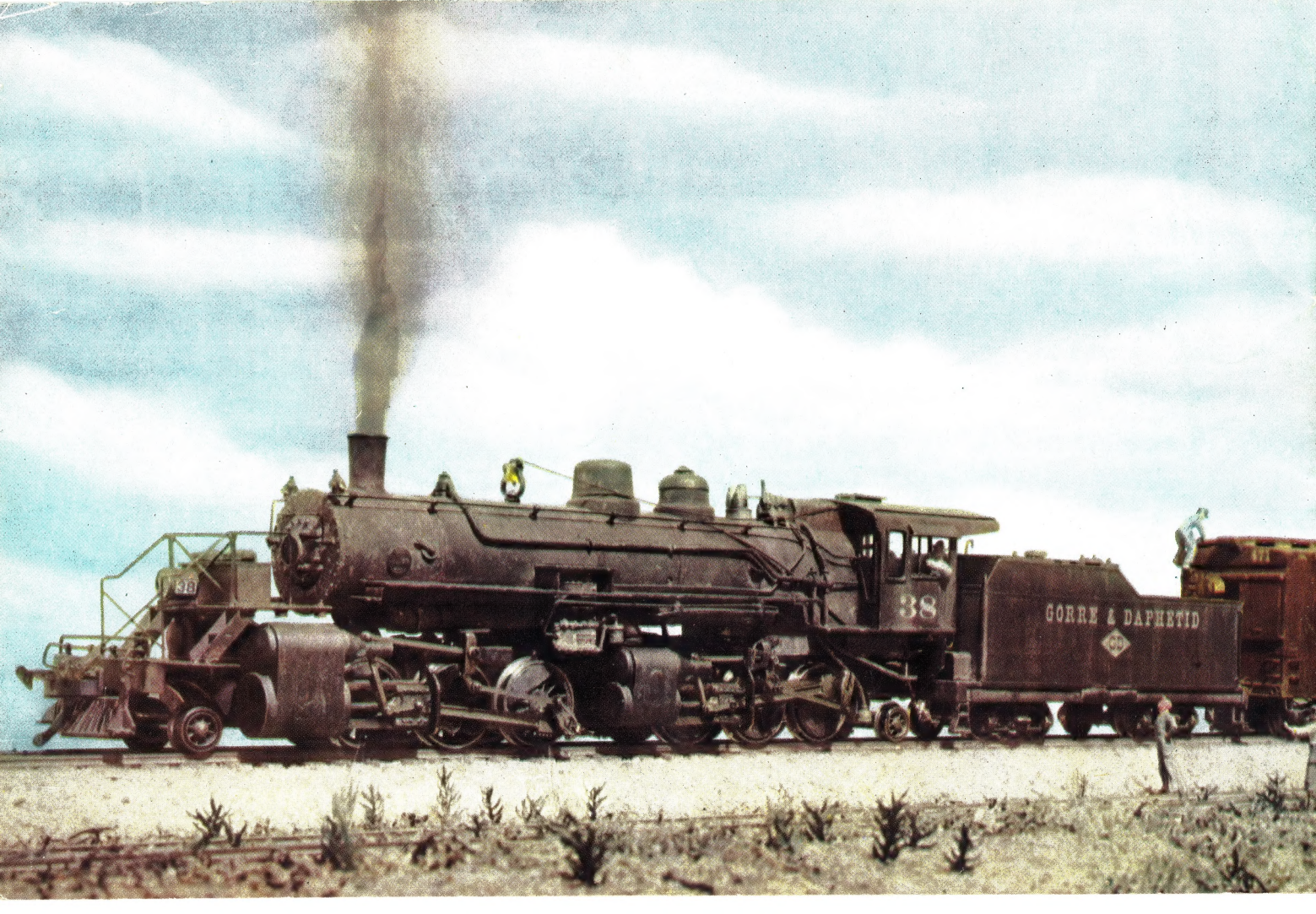
38
GORRE & DAPHETID